

RANGE MARKS

Official Newsletter of the Dahlgren Yacht Club

<http://www.nswc.navy.mil/C2/dyc/>



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From the Commodore:

For those of you that didn't make the Spring Thaw, You missed a great feast and some good company. Thanks again to Dave, Anita, Ann, and Jeff for all the hard work and great food! I particularly enjoyed Hartmut's slides of China. It was nice to see people bring their spouses and children. Boating events should be 'quality family time'!

Speaking of boating, it is the time to get your boats ready and in the water. The first sailboat race is just around the corner and the water is slowly starting to warm up. Soon the fish will be biting! The best way to get your boat ready is to make a comprehensive list of things to do (and believe me sometimes that list can be long) and mark them off as you go (yes that includes replacing zinc's etc.). If you are cleaning, stripping, or bottom painting, there are a lot of pretty nasty chemicals involved. So when prepping your boats, take precautions to wear protective clothing, masks, and safety glasses. Try not to breathe the dust or fumes since they can make you sick or even possible kill you! I know I preach this all the time but that stuff settles in your lungs forever!

After finishing the cleaning, painting, waxing, buffing, and repairs, get that thing in the water! That is where it belongs with you on it as often as possible!

See you on the water,

Ron

DOCK WORK DAY

The first work day at the dock is scheduled for April 8 at 0900. The Dockmaster requests you remove anything stored on top of the lockers in the boathouse. Remember the pier and ramp will be closed.

Calendar Change!

The DYC Centerboard Regatta has been moved to June 10.

Please note the change and make plans to attend.

Important Dates:

PHRF Skippers Meeting	April 3
Dock Work Day	April 8
Centerboard Skippers Meeting	May 4
USCGA CME	May 20
Tall Timbers Cruise	May 27-29
Centerboard Regatta	June 10
Cobb Island Days	June 10

Bowen's Icebox by Dave Bowen

SOME GOT THAWED, SOME DIDN'T. We had our annual Spring Thaw on the 18th as planned. The committee had made the purchases earlier and spent Saturday cooking, setting up and "socializing". All went pretty well, I'm sure all would agree. Hartmut gave an interesting and educational talk, prodded nicely by Elizabeth, on their China trip. He had some beautiful slides and I did my best with the balky old projector. He even had some good nautical pictures but not many sailboats - no junk races. They had quite an extensive trip and the experience of a lifetime. One thing I noticed was that there were only about 40 people there, which was just a little disappointing, but maybe the word will get out and it will be better attended next year. There was sure plenty to eat and thanks to everybody for all the side dishes and for pitching in and helping clean up. We are very grateful to Anne and Jeff Blanton, Joe Futcher, and Nita for all the help cooking and setting up. Our next big social event will be the annual Tall Timbers Memorial Day Cruise. Plan on it. If you can't boat over, drive or carpool. I missed it last year, but from what I heard, I don't want to miss it this year - we get treated pretty well down there. Bill Armstrong is the guy with the details.

PLANS FOR THE 2000 RACING SEASON by Tom Owen

This recent warm weather has lured some skippers, and hopefully with the help of their crews, to begin the yearly rites of Spring to remove last year's residues, perform needed equipment repairs, and prepare for the upcoming season. In a few weeks, I will be sorry that I did not take more advantage of this respite from winter.

The DYC Racing Program is looking for more participants, both boats and crew. Even though these programs are competitive in nature, the main purpose is for everyone to gain better seamanship skills and most of all to have fun. All skill levels are encouraged to participate and sharpen their skills in a friendly, non-threatening environment. Several boats can use additional crewmembers, so it is not a requirement to own a boat or to be a seasoned sailor. I sincerely believe that all skippers are more than willing to help any newcomers or old salts to become active in these programs. Anyone that is interested in participating in either keel boat or daysail types of events, please contact the DYC Race Committee at dycracecom@nswc.navy.mil or the Race Governor at (540) 653-7614.

Upcoming Events:

The PHRF Skipper's Meeting is scheduled for 3 April 1999 beginning at 17:00 in JD's Training and Conference Center. At this meeting, the final changes for the upcoming season including scoring methods, fleet splits, new courses, and changes to race instructions will be discussed. Sign up for Race Officer duties will begin at this meeting as well. Anyone interested in the PHRF Program is invited to attend.

The Centerboard Racing Fleet Skipper's Meeting is scheduled for 4 May 1999. This seems a long time away, but May will be here before we realize. There are several significant changes planned for the Centerboard Racing Fleet, so it is important that all skippers be present. Sign up for Race Officer duties will begin at this meeting as well.

The Race Committee is scheduled to meet the 4th Wednesday of each month from February through October at 17:00 in JD's Training and Conference Center. Interested parties are always welcome to attend. For more information concerning the racing program, call the Race Governor at (540) 653-7614.

FOR SALE by Members

<i>22' Cabin Cruiser \$6,500.00</i> <i>New motor (302/100 hrs) Rebuilt ALPHA 1 Merc I/O</i> <i>New Epoxy (Interlux 2000E) bottomTandem axle trailer,</i> <i>VHF, AM/FM Tape, 2 depth finders, new upholstery, head,</i> <i>galley. Coast guard inspected last year. Dependable.</i> <i>Great for fishing and camping. Call Ron x7544 or 540\775-2057</i>	<i>19-foot Glassmaster</i> <i>165 HP I/O</i> <i>Clean, Good condition, New bottom paint.</i> <i>Asking \$3,000.00</i> <i>Location: Lottsburg, VA.</i> <i>Call 804-514-4715</i>
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Training and Seamanship by Will Carmean

As a courtesy to our members who are interested in Boat U.S., DYC has renewed our Boat U.S. Cooperating Group Accord for another year. This costs us nothing except the following advertisement, but provides for a 50% discount off the regular \$19.00 dues, making it possible for you to join or renew your Boat U.S. Membership for only \$9.50. Membership applications are available in the boathouse or just write our Cooperating Group Number "GA82933Y" on your Boat U.S. renewal bill and pay the special \$9.50 rate.

Several people have expressed interest in First Aid and CPR classes. The Dahlgren Rescue Squad can teach about 8 students per class at a cost of about \$35.00 each. Let me know if you are interested so that we can get a rough estimate of class size.

For additional information contact Will Carmean at 653-4999 or E-mail wcarmean@crosslink.net.

US Coast Guard Auxiliary Courtesy Marine Examination

Dahlgren Yacht Club Dock and Dahlgren Marine Works Saturday, May 20, 2000 @ 0900

Purpose . The Courtesy Marine Examination (CME) actively promotes boating safety by using trained Auxiliary volunteers to educate the boater through a direct, face to face boating safety information exchange with the owner or operator, and providing instructions on equipment to be carried on board and other matters affecting safety. Federal and local equipment regulations, and CME requirements are explained as well as other matters of interest.

Scope . The CME is performed mainly on recreational boats 65 feet in length or less and on certain commercial vessels which are not inspected or certified by the Coast Guard. CME requirements parallel and sometimes exceed federal regulations with regard to equipment and condition of safety where such matters are within the direct personal control of the boat's owner/operator. The CME is not a law enforcement action by the Auxiliary. No official report is made to any law enforcement authority. The CME is performed only with specific consent of the owner/operator, who is present at the time of the examination. The CME cannot circumvent the right of a federal, state or local boarding officer.

DYC Merchandise

BURGEES

On sale now to DYC members. Just \$21! Show your pride when you visit other yacht clubs or just cruise around. Get them while they last! Call 804-224-7690.

HUGGIES

Don't let your drink get hot this summer! Keep the cold in with a DYC huggie. On sale now for just \$3! Special Offer: Act Now and get two for just \$5 -- that's \$1 off the Regular Price! Call 540-775-7249.

SHIRTS

Polo Shirts in many colors and sizes with the DYC burgee! Get yours embroidered with your name and boat for no extra charge! Price is just \$29.50. Special Offer: Buy more than one shirt and get a \$3 discount per shirt when shipped together to the same address! Call 540-775-7249.

BASEBALL CAPS

Embroidered caps are also available in many two-toned colors! Just \$18.50! Special Offer: Buy more than one and get a \$3 discount per cap when shipped together to the same address! Call 540-775-7249.

OIL & WATER - A Fine Mess

The following excerpts are from "OIL & WATER - A Fine Mess" by Elaine Dickinson published in the March 2000 issue of BOAT/US Magazine. This is reprinted with permission.

It's a moral and legal dilemma for everyone on the water these days. You're at the gas dock or at your slip and in the course of filling up the fuel tank, a splash or even a cup of fuel spills in to the water. What do you do?

Under federal law, you are required to report a fuel or oil spill, no matter how small, if it is enough to cause a sheen upon the surface of the water. It doesn't matter that your boat is not the Exxon Valdez, which actually led to the Oil Pollution Act of 1990 (OPA '90). Enforcement of federal law, as currently written, requires all spills to be reported, even if that means a fine.

Any spill that causes a sheen is required to be reported to the National Response Center (800-424-8802) immediately. While there is the chance of receiving a ticket and a fine (the minimum is \$50), it is the law and ignoring it could bring worse consequences.

Once a spill is reported, there are three enforcement avenues open to the Coast Guard: issue a warning, issue a ticket, or issue a civil penalty.

In the past, the Coast Guard had no choice but issue a fine for all oil spills, but the law was amended several years ago to streamline what was a cumbersome process. Since 1997, Coast Guard districts have had the option of issuing a warning instead of a fine if the spill is less than 20 gallons and from a noncommercial source. But a warning is still a violation and the incident is recorded and kept on record. If another spill occurs within a year, the fines double as a "second offense". Not paying a ticket automatically bucks the case up to a civil penalties case.

Editor's note - Please visit the BoatUS web site (www.boatus.com) where you can either visit the Government Affairs page and read the entire article or request a copy of the magazine be mailed to you.

Attention all slip holders!

The Dockmaster and all the volunteers who always help out request your assistance. Please read and comply with the Standard Operating Procedures, especially the sections dealing with emergencies. All slip holders (wet, dry and rack) are required to provide and update the Dockmaster with phone numbers so you can be reached whenever necessary. You are also required to provide and update the name and phone number of an alternate person to be responsible for your boat if you cannot be reached. The last couple of "bug outs" have not been efficient due to difficulty in reaching some slip holders. It is your responsibility, as the boat owner, to move your boat. It is not appropriate to rely on the kindness of volunteers to take care of your boat. You should also train your alternate to move your boat. The best way is to have that person actually do it. The time to plan and make arrangements for moving your boat is now, not when the Dockmaster calls. Current technology provides several days advance notice of the type of weather that requires evacuation. Excuses do not relieve you of your responsibility!